



## FACT SHEET

### AB 744 (Torrico) – Authorize a Bay Area Express Lane Network to Deliver Congestion Relief and Public Transit Funding with No New Taxes

#### Problem

Bay Area highway congestion is the second-worst in the nation; regional travel is slow and unreliable. The carpool lane system, which has been under construction for over 30 years, is fragmented by gaps that can't be closed for many decades due to lack of funds, making carpooling and transit less effective.

#### Solution

Currently, the Bay Area is authorized to develop and implement only a handful of express lane projects in Alameda and Santa Clara counties. The first such projects, on Interstates 580 and 680, are now under construction.

AB 744 authorizes the Bay Area Toll Authority (BATA) — MTC's affiliate agency that currently administers toll revenue from the region's seven toll bridges — to finance, construct and operate a complete, seamless, regionally managed Express Lane Network. Key features include:

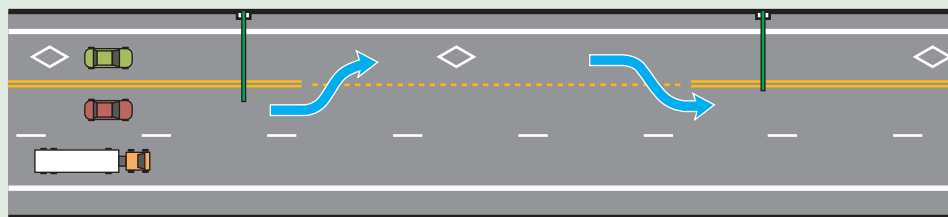
- Conversion of 500 miles of existing or fully funded HOV lanes to express lanes.
- Construction of 300 miles of new express lanes (180 miles of gap-closure; 120 miles of outward expansion).
- Qualifying carpools and public transit use network free of charge; non-carpools pay toll (collected electronically).
- Free-flowing traffic for carpools, buses and toll payers maintained by adjusting tolls as congestion rises and falls.
- Toll revenue pays for construction, operation, maintenance and enforcement, with remaining net revenue available for additional transportation improvements, including public transit, in network corridors.

#### Result

- Completes funding and construction of 800-mile network of congestion-free lanes for carpools, buses and toll-payers decades earlier than possible with existing funds.
- Provides a reliable, congestion-free transportation option.
- Increases time-savings for carpools and transit users by closing gaps in carpool network.
- Boosts worker productivity by \$100 billion by reducing wasteful freeway delay.
- Reduces greenhouse gas emissions by 10 million metric tons (vs. traditional HOV lane approach).
- Yields an estimated \$6 billion in net revenues that can be used for public transit and other corridor improvements.

#### How It Works

- Non-carpool drivers with a pre-paid FasTrak® toll tag can choose to pay a toll and use the express lane.
- Transit vehicles, carpools, vanpools and motorcycles can use the express lane at no charge.



1. The express lane is separated by double yellow lines.
2. Electronic signs will display the current toll for solo drivers with FasTrak®. The toll will vary based on the level of congestion in the express lane and will be adjusted to maintain a minimum speed.
3. Signs and lane striping at access points will provide drivers safe entry and exit.
4. For non-carpool drivers who choose to use the express lane, an overhead antenna will read their FasTrak® transponder and the correct toll will be automatically deducted from their prepaid FasTrak® account — no toll booths, no slowing. Express lane rules and use will be enforced by the California Highway Patrol using visual and electronic means.

